

DRAFT

Weld County Road 47 Corridor
(WCR 60.5 to SH 392)
Access Control Plan

Prepared for:



Weld County Board of County Commissioners

Prepared by:

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TABLE OF CONTENTS

I.	INTRODUCTION	3
	A. Project Background	3
	B. Purpose	10
	C. Functional Classification	10
	D. Roadway Characteristics	11
	E. Access Inventory	13
	F. Access Control	14
	G. Safety Analysis	17
II.	POLICIES	21
III.	ACCESS CONTROL PLAN MAPS	22
IV.	PLAN AMENDMENTS AND UPDATES	22
Appendix A:	Access Descriptions and Recommendations	
Appendix B:	Access Picture Inventory	

LIST OF FIGURES

Fig. 1: Vicinity Map	5
Fig. 2: Road Classification Map	6
Fig. 3: Zoning	7
Fig. 4: RE's & Subdivisions	8
Fig. 5: Oil and gas wells	9
Fig. 6: USRs and Site Plans	9
Fig. 7: Detailed Cross Section	11
Fig. 8: WCR 47 Corridor Crashes by Severity	17
Fig. 9: Weld County Safety Performance Function Graph	20



I. INTRODUCTION



A. Project Background

Weld County Road (WCR) 47 extends north from the newly constructed Weld County Parkway at WCR 60.5 at the eastern edge of the City of Greeley adjacent to the Greeley-Weld County Airport. This portion of WCR 47 is considered part of the WCR 47/49 Corridor – the corridor that includes the Weld County Parkway and WCR 49 south to Interstate 76, providing a vital north-south arterial alternative to US Highway 85. The Corridor will be designated a “primary road” in accordance with House Bill 16-1155, which Governor John Hickenlooper signed into law on April 22, 2016, and took effect August 10, 2016. H.B. 16-1155 authorizes the Board of County Commissioners of Weld County to designate the WCR 47/49 Corridor as a “County Primary Road” in unincorporated Weld County. This means the Commissioners will govern all substantive aspects of the unincorporated portions of the road, including access, maintenance, traffic control, speed limits, and overweight limits. Changes in traffic control and speed limits will be made only in accordance with the requirements of the Manual of Uniform Traffic Control Devices (MUTCD). Governance by the Commissioners continues even after municipalities later annex the road. For those portions of the road annexed by a municipality prior to August 10, 2016, control must be agreed to between the municipalities and Weld County through intergovernmental agreements. The County and the Town of Hudson entered into such an intergovernmental agreement on June 15, 2016, for WCR 49 between WCR 18 and I-76. The County and the City of Greeley entered into an intergovernmental agreement on July 22, 2013, for WCR 47, proceeding north from the intersection of WCR 47 and S.H. 263 for a distance of approximately 1,000 feet.

This Access Control Plan (ACP) extends from WCR 60.5 north 3.5 miles to State Highway (SH) 392, where the intersection will soon be reconstructed and widened. This section of WCR 47 has been identified to be widened in Public Works' five-year Capital Improvements Plan (CIP).

A map of the study area is depicted in **Figure 1**. Like WCR 49 and the Parkway, WCR 47 is predominately rural in character and primarily agricultural in nature. Three of the cross streets, WCRs 62, 64, and 64.5, terminate at the Airport property. The intersection of WCR 66 and WCR 47 is currently not aligned from east to west and will need to be realigned when WCR 47 is widened. SH 392 connects to US 85 at Lucerne and extends to SH 14 at Briggsdale to the east.

Traffic counts on WCR 47 prior to the opening of the Weld County Parkway were as high as 1,263 average daily trips (ADT) with 65 percent being heavy trucks. As of February 2016, the ADT was 1,881 with 45 percent being heavy trucks.

Fig. 1: Vicinity Map

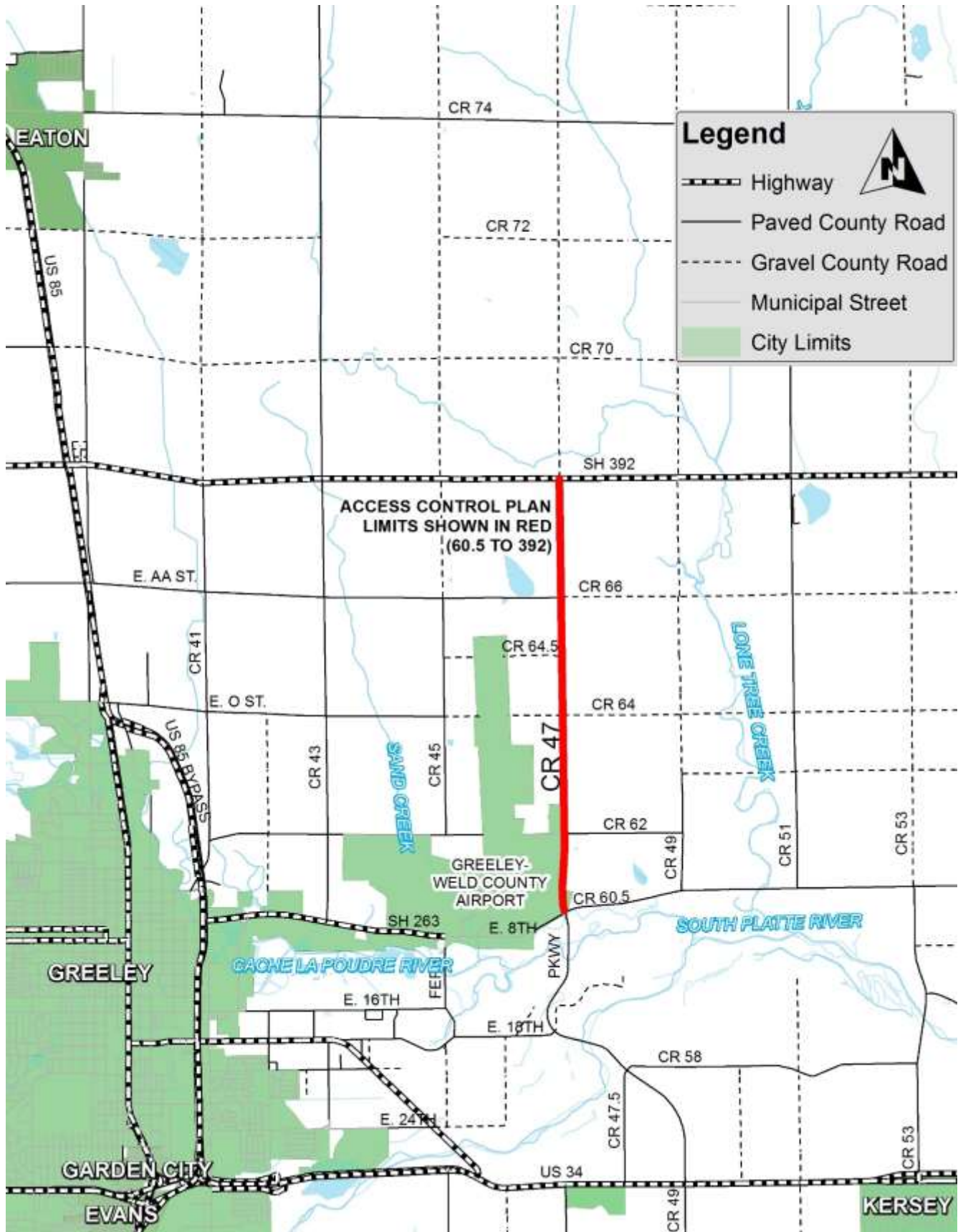


Fig. 2: Road Classification Map



Figure 3 shows the zoning in the area, which is mostly zoned for Agriculture. Union Colony Industrial Park is located at the northwest corner of WCR 62 and WCR 47 and is zoned Planned Unit Development (PUD). Two of the lots in the subdivision were purchased by Dairy Farmers of America and annexed to Greeley in 2014. An older lot on WCR 62 is zoned I-3, but has not yet redeveloped and still contains a 1960's house.

Fig. 3: Zoning



Agricultural, residential, and energy uses



A tractor driving south on WCR 47

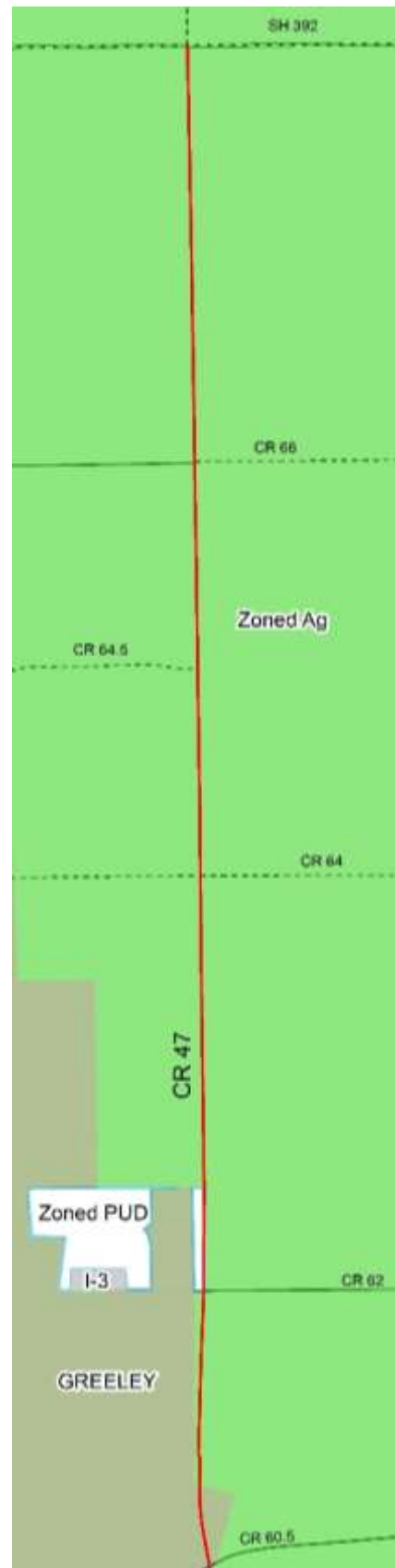


Figure 4 shows the previously mentioned subdivision plus the recorded exemption lots. The intersections of WCR 62, WCR 64, and WCR 66 each have a smaller residential lot at the northeast corner. WCR 66 also has an undeveloped lot at the southwest corner.

Figure 5 shows the active oil and gas wells in the area. **Figure 6** shows the approved Uses by Special Review (USRs) and Site Plans (SPRs). The USRs include a dairy, a pipeline, and an injection well. Two of the Site Plans are for an injection well and the other is for Dairy Farmers of America, now annexed to Greeley. The injection well north of WCR 64 is operated by NGL Water Solutions, formerly High Sierra and Conquest. A road maintenance agreement is in place for WCR 64.



The DFA building at the northwest corner of WCR 62 and WCR 47.

Fig. 4: RE's & Subdivisions

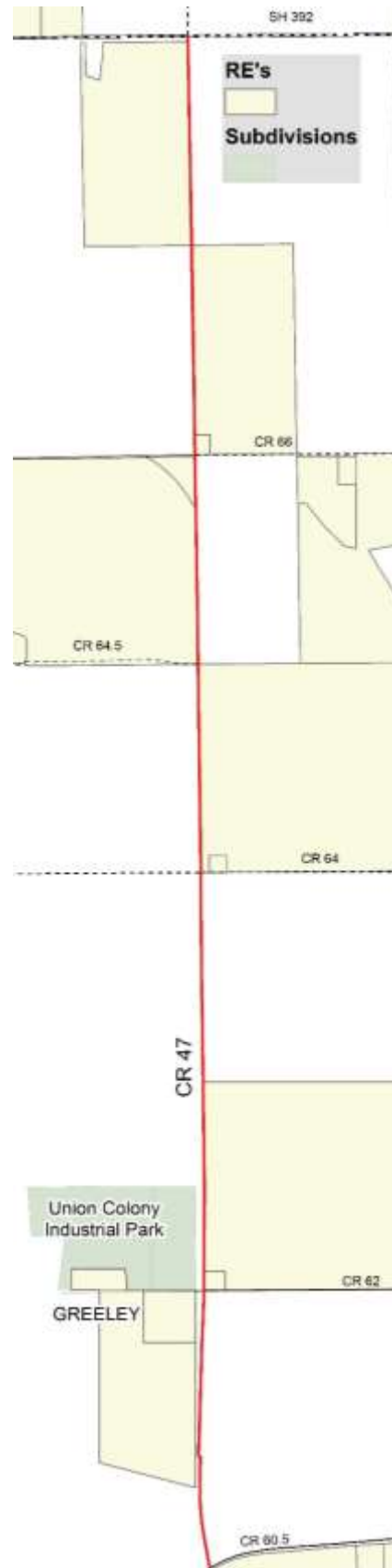


Fig. 5: Oil and gas wells

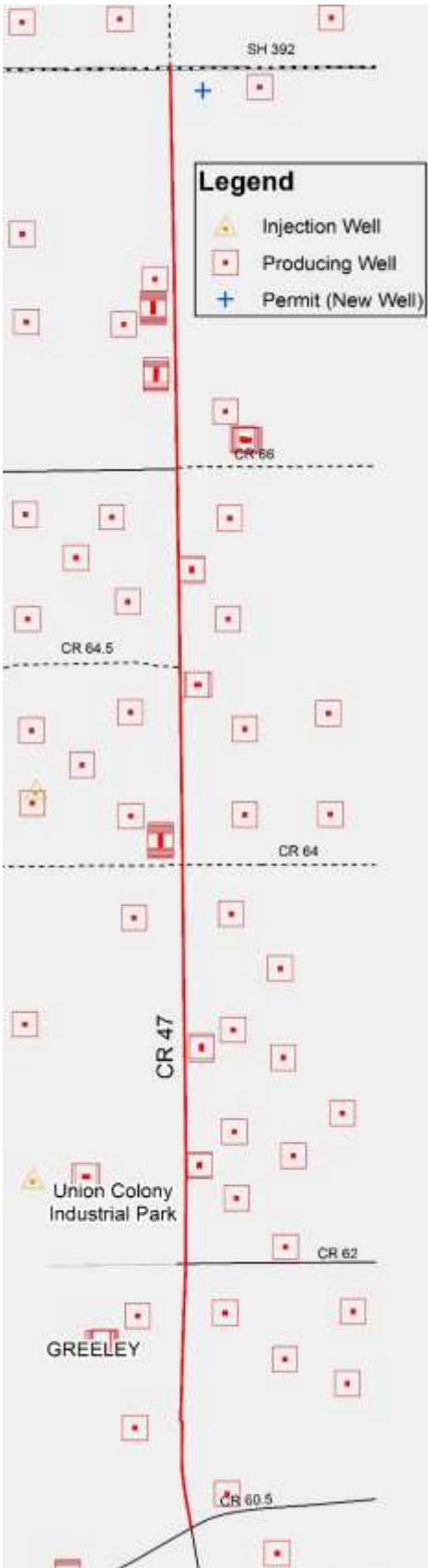
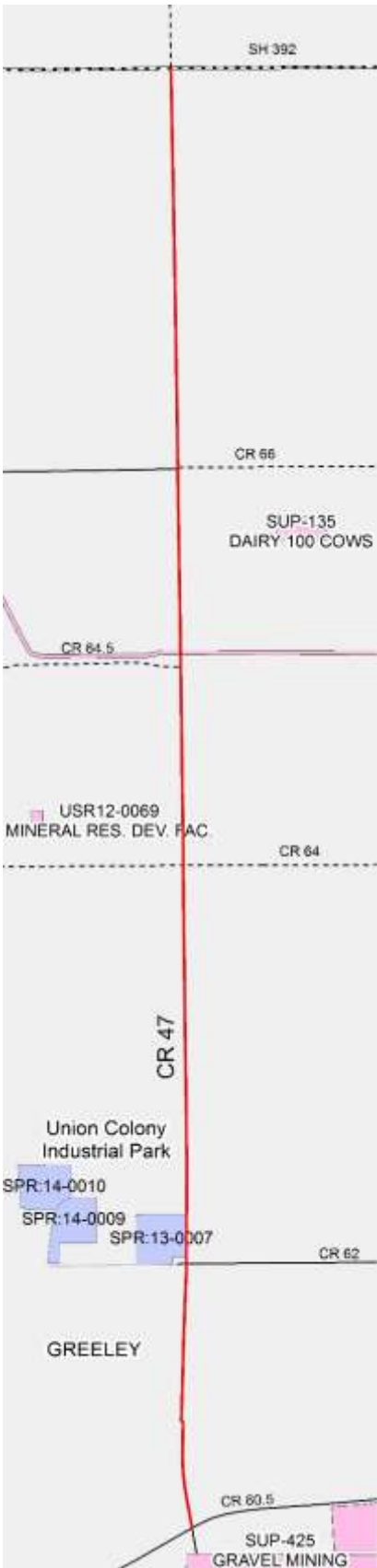


Fig. 6: USRs and Site Plans



B. Purpose

Each access point creates potential conflicts between through traffic and traffic using that access. Each conflict is a potential crash. **Access management improves safety by separating access points so that turning and crossing movements occur at fewer locations.** This allows drivers passing through an area to predict where other drivers will turn and cross, and also provides space to add turn lanes.

The Weld County Code Chapter 12, Article V, Road Access Policy, contains the formally adopted regulations on access to public roads. The Weld County Engineering and Design Guidelines contain specific design guidelines for access spacing and construction. This ACP is consistent with the Access Requirements of Chapter II of the WCR 49 ACP.



Facing south toward the widening of WCR 47 north of WCR 60.5 (Parkway project) under construction (Google Streetview, July, 2015)

C. Functional Classification

WCR 47 is designated as an arterial road and has been since 2005 in the Weld County Roadway Classification Plan, which shows the connection that eventually became known as the Weld County Parkway. Arterial roads are intended to maintain high speeds with limited-access and carry large volumes of traffic. The establishment of an Access Control Plan expands upon this arterial road classification and formalizes future access conditions along the corridor.

Weld County defines arterials as roads that carry longer-distance traffic for regional, intercommunity and major community purposes. The primary difference between freeways and major arterials is access. Freeways have fully controlled accesses with no at-grade intersections, while arterials include limited at-grade intersections. Arterials can carry significant traffic volumes at higher speeds for longer distances, and are seldom spaced

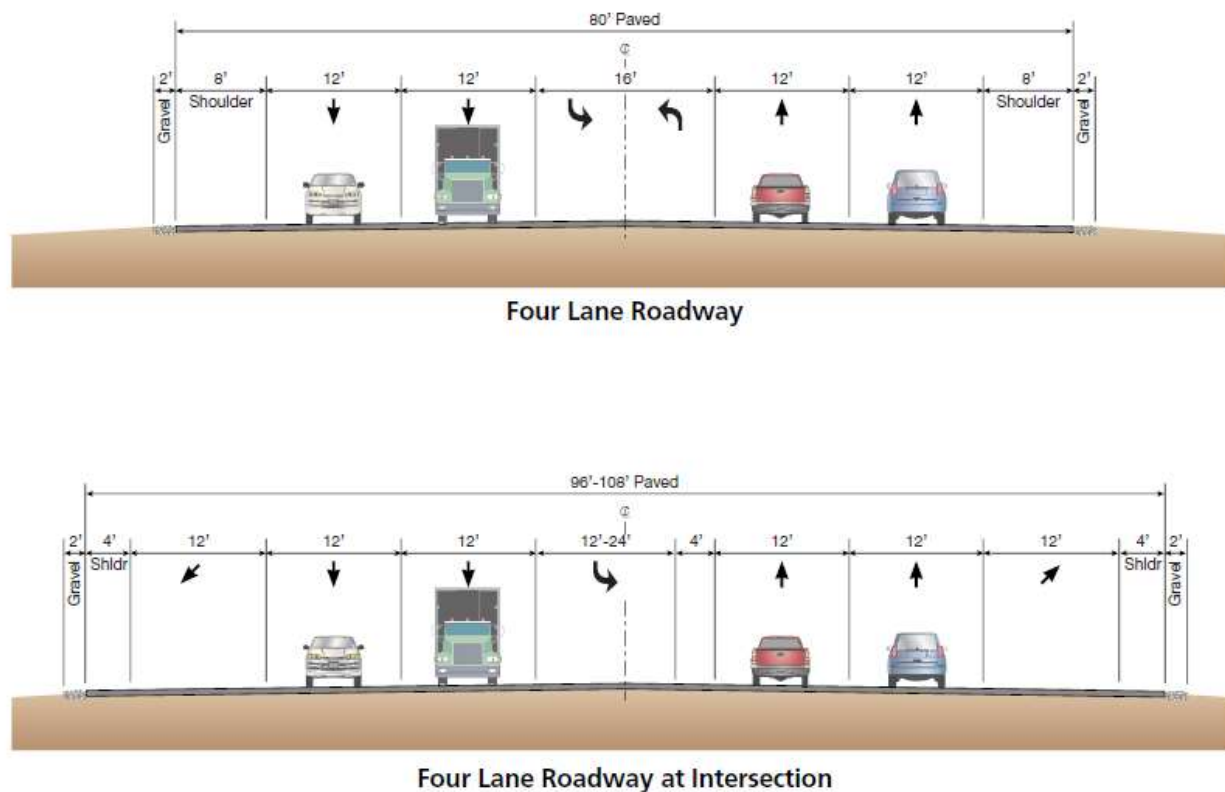
closer than one-mile intervals. The arterial road classification of WCR 47 continues north as far as State Highway 14.

D. Roadway Characteristics

1. Typical Section:

WCR 47 currently has two travel lanes. When widened, it will have two travel lanes in each direction, plus a left-turn lane in the middle and shoulders (break-down lanes) on either side.

Fig. 7: Detailed Cross Section



2. Right-of-way:

The standard arterial right-of-way width is 140 feet for Weld County (Weld County Code Appendix 24-A). The existing right-of-way for most of the study area is 60 feet (30 feet on either side of the section line). Due to existing conditions, the plan for widening the road is for most of the additional right-of-way to be acquired to the west and leave the east right-of-way line as it is. Additional right-of-way has already been acquired adjacent to the Union Colony Industrial Park and the properties to the south (Wells Ranch and the Airport).

3. Intersection Type:

Public Road Signalized Intersection – These intersections are at-grade, full movement public road intersections with a traffic signal. There is a signalized intersection at WCR 60.5/47 (Weld County Parkway). The signal is within the city limits of Greeley but the

county maintains it, along with WCR 60.5/47 per an intergovernmental agreement (IGA).



Facing southwest from the intersection of WCR 60.5 and 47

The intersection at SH 392 will likely meet warrants for a signal within a few years of widening WCR 47 and is being planned for with the reconstruction of the intersection. Such a signal would be maintained by the Colorado Department of Transportation (CDOT).

Public Road Unsignalized Intersection – These intersections are typically full movement, at-grade, stop controlled intersections. These intersections may or may not have acceleration or deceleration lanes. The WCR 47 study area has unsignalized intersections at WCRs 62, 64, 64.5, and 66, as well as the previously mentioned SH 392 intersection. Although the intersection of WCR 47/66 is currently a four-way stop, it will likely become a two-way stop with the widening.



Facing north from the intersection of WCR 47 and 62 (DFA building at left)

Private Accesses – All of the accesses along the study corridor are private accesses, which provide direct access to residences, oil and gas facilities, irrigation ditches, and farms. These accesses are pictured and described in the appendices.

E. Access Inventory

The accesses in the study area are predominately agricultural (AG) accesses, oil and gas (OG), and mixed-use (MU), for example, agricultural and oil and gas. There are 61 accesses on this portion of WCR 47; 23 on the west side and 38 on the east. Of the 61, 26 appear to be agriculture accesses (field and ditch road accesses), 6 are residential, 15 are oil and gas, and 14 are multiple use. A detailed access inventory is provided in the appendices.

Additionally, there are accesses on side roads very close to the intersection with WCR 47. Two of the three are oil and gas accesses at the intersection of WCR 47/64.5, which would fall within the right-of-way once the road is widened. The other is at the northeast corner of WCR 47 and WCR 64.



Facing west from the intersection of WCR 47 and 64.5



Facing east toward the intersection of WCR 47 and 64.5

F. Access Control

As was stated in the WCR 49 ACP, there are generally four ways that unsafe accesses can be addressed: The access can be eliminated so that the property uses an access on a side road instead. It can be relocated to a safer location, usually either farther from other accesses or aligned with an access across the street. Where there are multiple accesses on one property,

they can be consolidated in to one access. Finally, if the access needs to stay where it is, the access can be made safer by movement conversion; that is, restricting it from a full-movement access to one where only right turns are allowed, for example. This is referred to as a “right-in/right-out” access. This movement conversion is best accomplished with a raised median in the road such as the one pictured below to prevent left turns.

The maps in Chapter III show accesses north and south of the intersections at WCR 47/62 and WCR 47/66 as “RI/RO” for right-in/right-out. Public Works proposes installing a median extending 600 feet north and south of these intersections when the road is widened so the accesses will not have to be eliminated entirely.

For example, E-2 on page 16 is approximately 100 south WCR 62. (The minimum standard distance is 660 feet.) Once the road is widened and the median installed, anyone leaving the property using this access will only be able to turn right and go north. In order to go south, one could use the access on WCR 62 where he or she could make a left turn. The other option would be for the property owner to close the access on WCR 47 and construct one 660 feet south of the intersection.

For E-3, which is on a Recorded Exemption lot approximately 1.5 acres in area, if the property owner did not want to use the access on WCR 62, he would have to drive north approximately one mile to WCR 64 to make a U-turn. E-26 and 27, north of WCR 66, would have a similar situation.

The raised median would prevent traffic from turning left out of or in to these properties and crossing an acceleration lane plus two lanes, thereby eliminating several points of potential crashes and reducing the potential severity of crashes as well.



Median in WCR 9.5 south of State Highway 66

G. Safety Analysis

The safety analysis was assessed on WCR 47 from WCR 60.5 to SH 392 and was based on crash data compiled for the period of January 1, 2005 through December 31, 2015. In summary there were 26 reported crashes with no fatal crashes, 4 injury crashes, and 22 property-damage-only crashes. **Figure 8** shown below illustrates the WCR 47 corridor crashes by severity and Table 1 lists the corridor crashes by what year the crash took place.

Fig. 8: WCR 47 Corridor Crashes by Severity

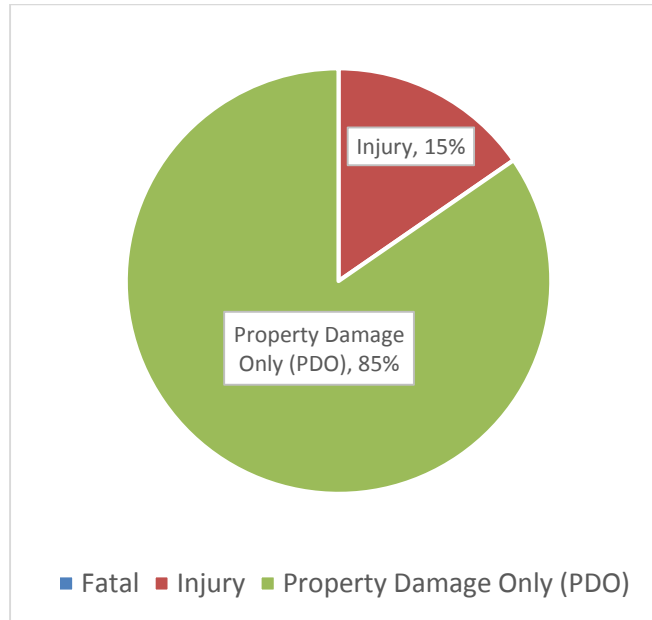


Table 1

Year	Property Damage Only (PDO)	Injury	Fatal	Total
2015	4	2	0	6
2014	1	0	0	1
2013	1	0	0	1
2012	1	0	0	1
2011	1	0	0	1
2010	3	0	0	3
2009	1	0	0	1
2008	4	2	0	6
2007	1	0	0	1
2006	2	0	0	2
2005	3	0	0	3

A summary of crash types for the WCR 47 corridor was performed as part of the safety analysis. Due to the variety of conditions along the corridor, there was not a prevailing crash type along the entire corridor; however, the predominant types of crashes were collisions with fixed roadside objects (15.38%) and rear-end collisions (15.38%). Table 2 includes a description of crash types and the corridor's crashes categorized by those crash types.

Table 2

Classification	Definition	Accidents	Percentage
Rear-End	One vehicle strikes the rear of the vehicle in front of it because that vehicle is stopped or slowing down.	4	15.38%
Broadside	A vehicle traveling through an intersection in the opposite direction strikes a left turning vehicle at a 90-degree angle.	2	7.69%
Sideswipe	The side of one vehicle making contact with the side of another vehicle that is traveling in the same or opposite direction.	1	3.85%
Fixed-Object	A vehicle travels off the roadway and strikes an object along the roadside.	4	15.38%
Overtaking Turn	Two adjacent approach vehicles, whose paths are unintended to come in conflict, collide as a result of one or both vehicles over- or under-turning. This type would also include a vehicle initially going straight, but leaving its proper lane of travel and colliding with a stopped or moving vehicle on an adjacent approach road or driveway.	2	7.69%
Head-On	Two vehicles, traveling in opposite directions, strike one another front first.	1	3.85%
Unidentified	The accident casual factor was not identified and/or the report was not available.	12	46.15%

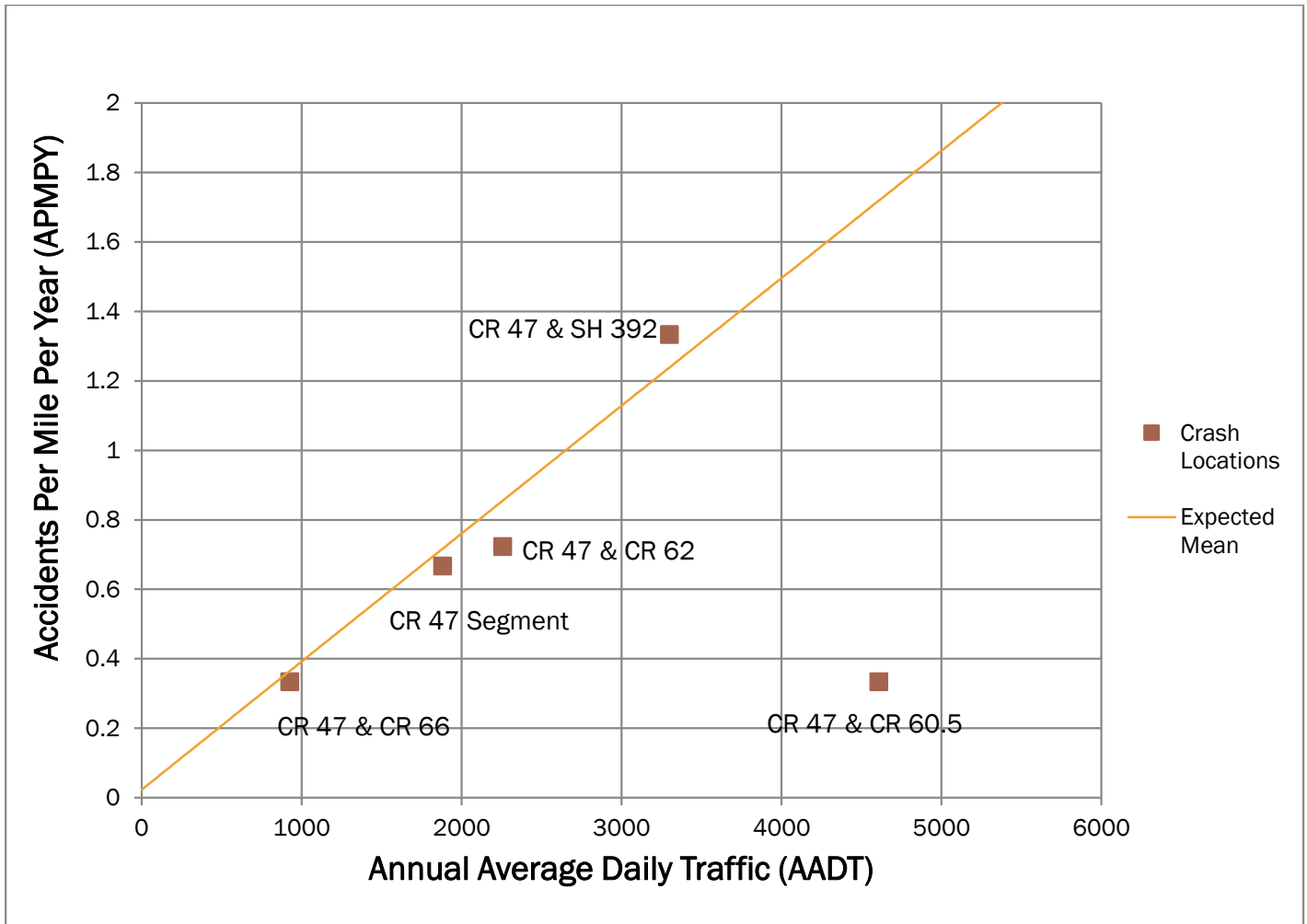
To analyze the crashes further, Table 3 includes a breakdown of the individual crashes into the Colorado State Patrol Causal Factors. The majority of crashes occurring on WCR 47 are caused by exceeding a safe speed.

Table 3

Code	Definition	Number of Accidents
A01	Animal caused	0
D00	Under the influence of alcohol	0
M02	Exceeded safe speed	5
M04	Failed to yield right-of-way	2
M05	Improper left turn	1
M06	Other improper turns	1
M07	Lane violations	1
M08	Improper passing	1
M09	Wrong side of road	0
M10	Following too closely	0
M11	Drove while asleep	0
M12	Inattentive to driving	4
M14	Disregarded stop sign	0
M13	Signal violation	1
M18	Defective vehicle	0
M20	Spilling of load	2
M21	Improper backing	2
M22	Pedestrian violation	0
M23	All others	6

Weld County Public Works prepares an annual Hazard Elimination Study of the county's roadway network, which includes an analysis of all "hotspot" locations at intersections with county roads that exhibit higher than the expected number of crashes based on the traffic volume. The intersection of SH 392 and WCR 47 was the only location identified along the WCR 47 corridor with more than the expected number of crashes. (As mentioned previously, this intersection will soon be reconstructed.) **Figure 9** shows the locations of crashes plotted on the Weld County Safety Performance Graph.

Fig. 9: Weld County Safety Performance Function Graph



II. POLICIES

The following policies were established for use in the development of the Weld County Road 47 Access Control Plan and are consistent with the policies of the Weld County Parkway and Weld County Road 49 ACPs:

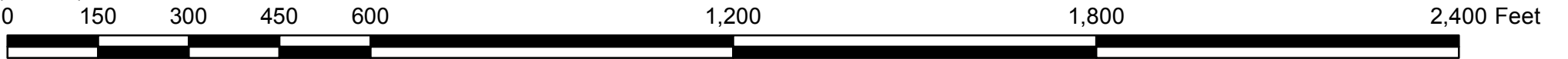
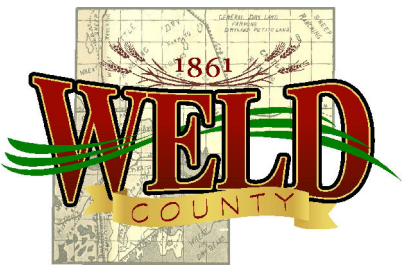
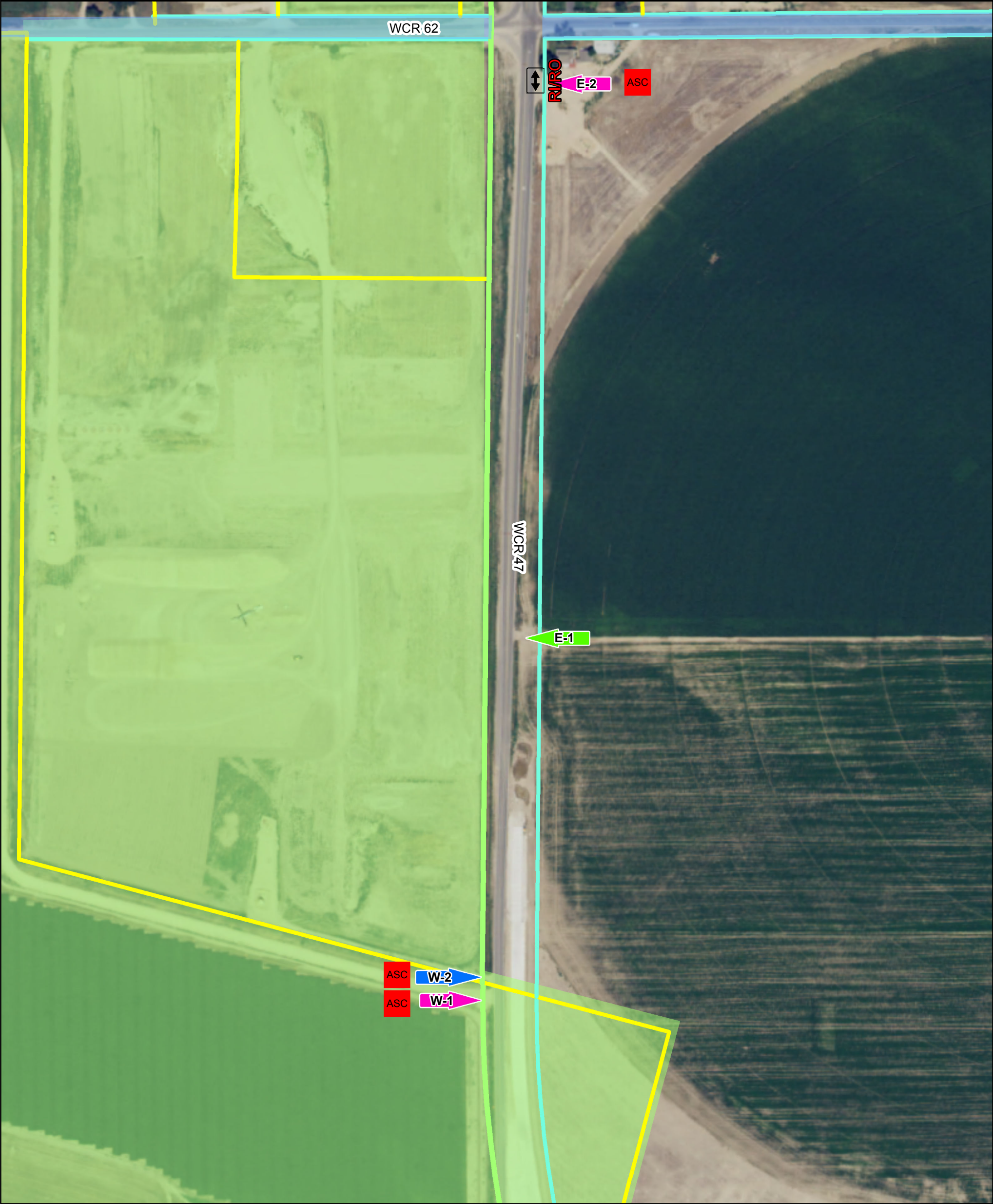
1. Access onto WCR 47 shall be restricted to those access points identified in this ACP. No new accesses on WCR 47 will be permitted.
2. Accesses with Safety Concern, indicated as “ASC” on the maps in the Plan, shall be eliminated, relocated, consolidated, or movement converted (e.g., restricted to right-in/right-out) as soon as feasible. Many of these changes would take place with the widening of the road.
3. Use of existing accesses shall be restricted to the current use category, identified in this ACP. Change of use of property/access adjacent to the road will result in the existing access being closed and traffic re-routed to a secondary road network.
4. Future development shall obtain access from the secondary roadway network, not WCR 47.
5. Regardless of jurisdiction, in order to preserve the functionality of WCR 47 as a truck route, there shall continue to be no load limits on WCR 47.
6. In order to preserve the integrity of the road surface, once the road is widened and replaced with concrete, road cuts will not be allowed. Crossings will only be allowed to be placed under the road by boring underneath it. The minimum crossing depth for lines will be 10 feet below the lowest roadside ditch flowline elevation, except for oil and gas lines whose minimum depth will be 15 feet below the lowest roadside ditch flowline elevation.

III. ACCESS CONTROL PLAN MAPS

This chapter presents the Access Control Plan maps on the following pages.

ACCESS CONTROL PLAN MAPS
WELD COUNTY ROAD 47 ACCESS CONTROL PLAN
Segment 1

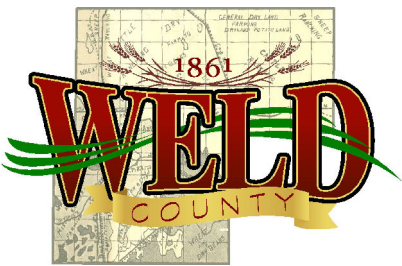
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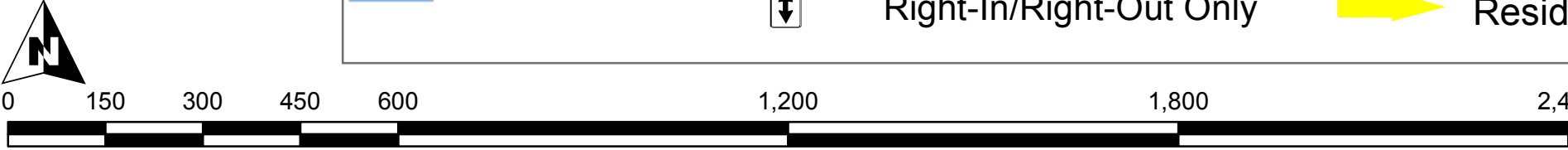
	Parcels		City Limits		Agricultural
	Existing ROW		Access with Safety Concern		Multi-Use
	140' ROW		To be Closed		Oil and Gas
	Sideroad ROW		Right-In/Right-Out Only		Residential

ACCESS CONTROL PLAN MAPS
WELD COUNTY ROAD 47 ACCESS CONTROL PLAN
Segment 2

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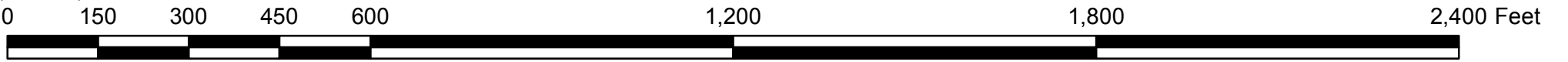
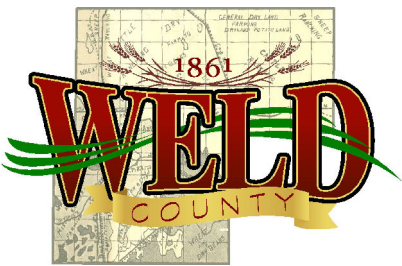


	Parcels		City Limits		Agricultural
	Existing ROW		Access with Safety Concern		Multi-Use
	140' ROW		To be Closed		Oil and Gas
	Sideroad ROW		Right-In/Right-Out Only		Residential



ACCESS CONTROL PLAN MAPS
WELD COUNTY ROAD 47 ACCESS CONTROL PLAN
Segment 3

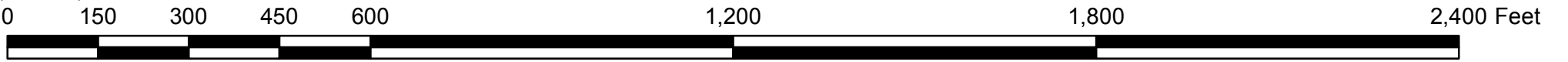
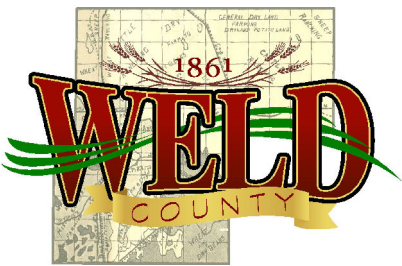
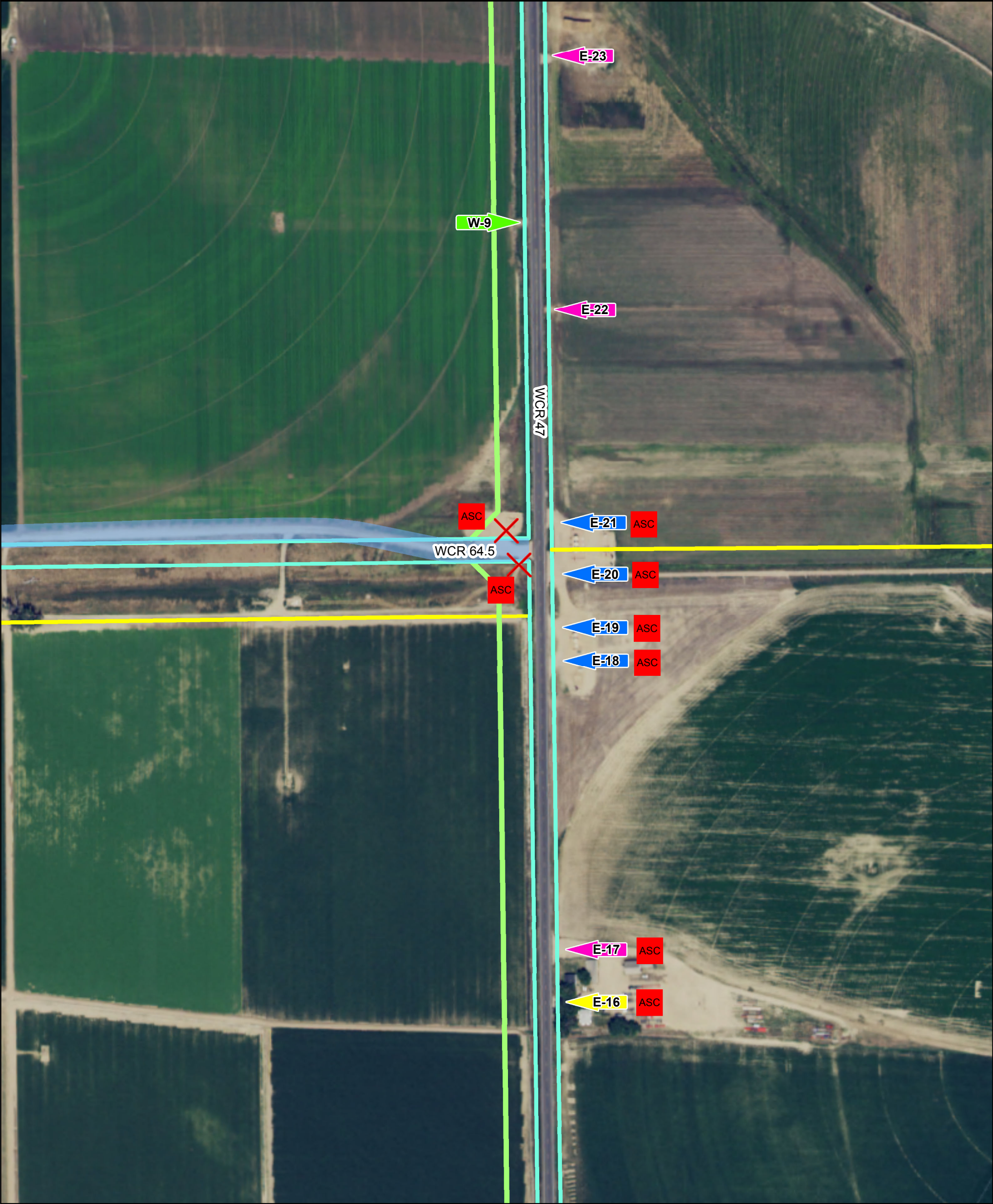
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	Parcels		City Limits		Agricultural
	Existing ROW		Access with Safety Concern		Multi-Use
	140' ROW		To be Closed		Oil and Gas
	Sideroad ROW		Right-In/Right-Out Only		Residential

ACCESS CONTROL PLAN MAPS
WELD COUNTY ROAD 47 ACCESS CONTROL PLAN
Segment 4

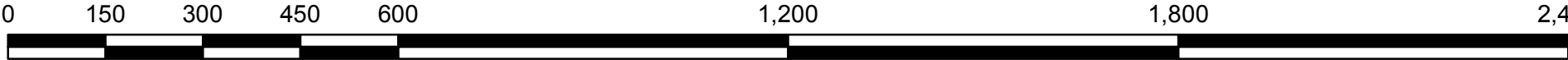
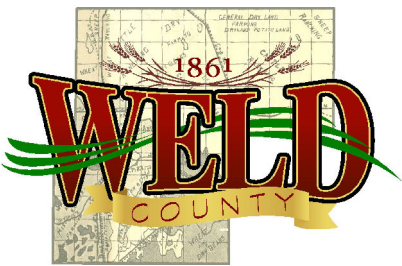
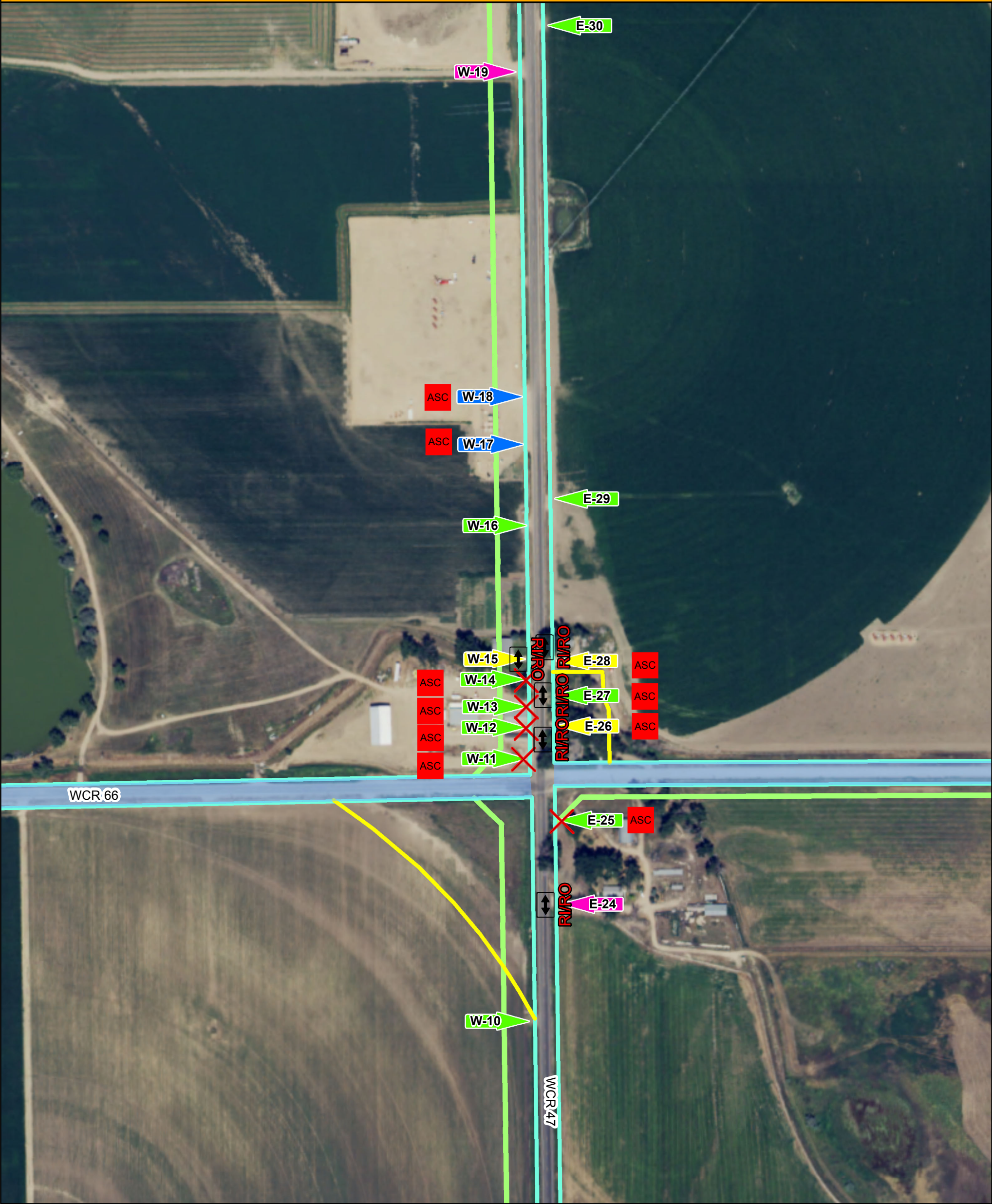
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	Parcels		City Limits		Agricultural
	Existing ROW		Access with Safety Concern		Multi-Use
	140' ROW		To be Closed		Oil and Gas
	Sideroad ROW		Right-In/Right-Out Only		Residential

ACCESS CONTROL PLAN MAPS
WELD COUNTY ROAD 47 ACCESS CONTROL PLAN
Segment 5

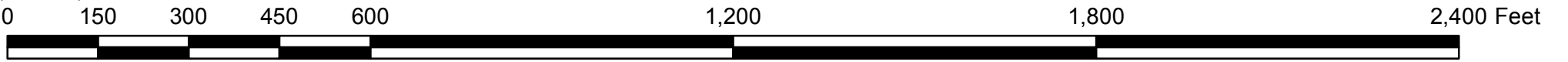
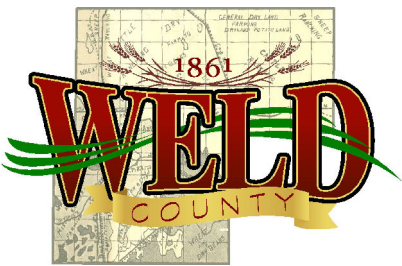
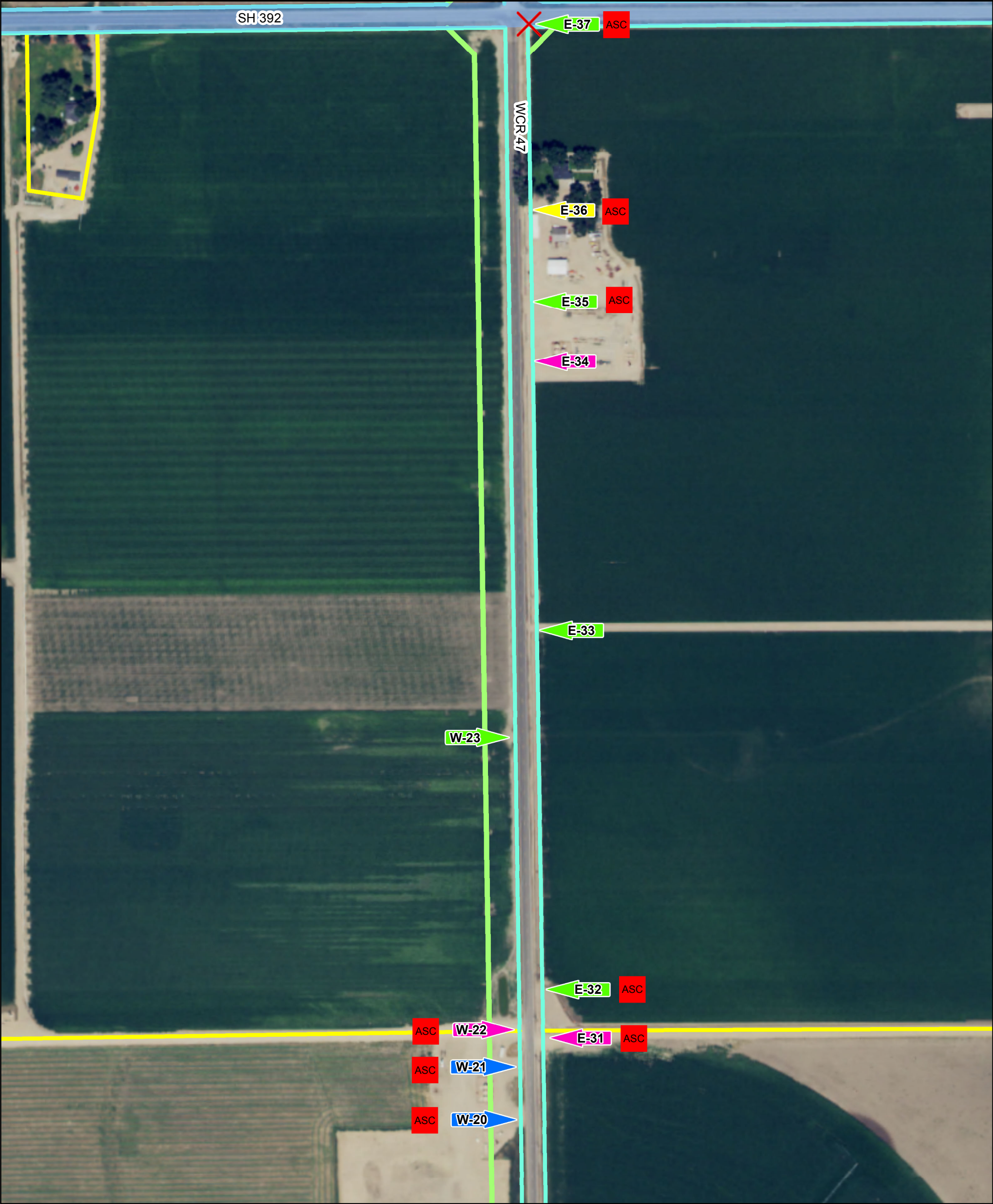
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	Parcels		City Limits		Agricultural
	Existing ROW		Access with Safety Concern		Multi-Use
	140' ROW		To be Closed		Oil and Gas
	Sideroad ROW		Right-In/Right-Out Only		Residential

ACCESS CONTROL PLAN MAPS
WELD COUNTY ROAD 47 ACCESS CONTROL PLAN
Segment 6

DRAFT Date: 8/23/2016



	Parcels		City Limits		Agricultural
	Existing ROW		Access with Safety Concern		Multi-Use
	140' ROW		To be Closed		Oil and Gas
	Sideroad ROW		Right-In/Right-Out Only		Residential

IV. PLAN AMENDMENTS AND UPDATES

If an application for an access permit is denied by the Department of Public Works, the applicant has the right to appeal the decision to the Board of County Commissioners utilizing the appeal procedures set forth in Section 2-4-10 of the Weld County Code. Approval of an appeal by the Board would constitute an amendment to this ACP.



APPENDIX A: ACCESS DESCRIPTIONS AND RECOMMENDATIONS WELD COUNTY ROAD 47 ACCESS CONTROL PLAN					
WEST					
ACCESS	USE	DESCRIPTION	ACCESS WITH SAFETY CONCERN	RECOMMENDATION	ADDITIONAL INFORMATION
WCR 60.5					
W-1	MU	Commercial and field access along north property line of Airport outside fence. Adjacent access on other side of irrigation ditch.	Does not meet safety spacing criteria.	Consolidate with W-2.	"Road Closed" Jersey barriers to side (no gate). Connects to CR 62. Annexed to Greeley. Consolidation would require piping ditch.
W-2	O&G	Access on south property line to PDC well, tank. Adjacent access on other side of irrigation ditch.	Does not meet safety spacing criteria.	Consolidate with W-1 or relocate to existing access on CR 62 when development occurs.	Permit AP14-00130. Parcel also has access from CR 62. Annexed to Greeley (excluding CR 47 right-of-way (ROW) north of Airport).
WCR 62					
W-3	O&G	Oil & gas (PDC) in Union Colony Industrial Park PUD	Does not meet safety spacing criteria with across the street.	Relocate to align with E-7 or use internal access from Union Colony Road.	Access crosses DFA property through 30' exclusive utility easement.
W-4	AG	Field	Does not meet safety spacing criteria.	Consolidate W-4 & W-5 and align with E-11.	Adjacent access on other side of irrigation ditch. Ditch will need to be piped to consolidate accesses. Owner has requested one commercial access in place of the two field accesses.
W-5	AG	Field	Does not meet safety spacing criteria.	Consolidate W-4 & W-5 and align with E-11.	
W-6	AG	Field	Does not meet safety spacing criteria (same side and across the street).	Consolidate W-6 & W-7 and align with E-13.	PDC well between W-5 & W-6 is "shut in" (currently not producing). Adjacent access on other side of irrigation ditch.
W-7	O&G	PDC tanks and well to north	Does not meet safety spacing criteria (same side and across the street).	Consolidate W-6 & W-7 and align with E-13.	Adjacent access on other side of irrigation ditch. Ditch will need to be piped to consolidate accesses.
W-8	AG	Field, agricultural building	Does not meet safety spacing criteria from intersection with CR 64.	Relocate to existing access on CR 64.	Approximately 138' south of intersection with CR 64. Parcel has access on 64 as well.
WCR 64					
No access on west side of CR 47 between WCR 64 and WCR 64.5.					
WCR 64.5					
W-9	AG	Field			Parcel has access on CR 64.5 and CR 66.
W-10	AG	Field			Parcel has access on CR 64.5 and CR 66.
WCR 66					
W-11	AG	Ag buildings	Does not meet safety spacing criteria.	Elimination. Accesses to be moved to CR 66 with widening project to align with Howard's across the street.	Buildings to be removed with widening project.
W-12	AG	Ag buildings	Does not meet safety spacing criteria.	Elimination. Accesses to be moved to CR 66 with widening project to align with Howard's across the street.	Buildings to be removed with widening project.
W-13	AG	Ag buildings	Does not meet safety spacing criteria.	Elimination. Accesses to be moved to CR 66 with widening project to align with Howard's across the street.	Buildings to be removed with widening project.
W-14	AG	Ditch	Does not meet safety spacing criteria.	Consolidate one residential & ditch access to align with E-28 (right-in/right-out).	
W-15	Res	Residential. 32059 WCR 47	Does not meet safety spacing criteria.	Consolidate one residential & ditch access to align with E-28 (right-in/right-out).	
W-16	AG	Field, well pump house	Does not meet safety spacing criteria.	Relocate to align with E-29.	Well, pump house to be moved west with widening project.
W-17	O&G	Oil & gas loop (Noble)	Continuous access.	Consolidate W-17 & W-18.	Tanks to be moved west with widening project.
W-18	O&G	Oil & gas loop (Noble)	Continuous access.	Consolidate W-17 & W-18.	Tanks to be moved west with widening project.
W-19	MU	Field			
W-20	O&G	Field, oil & gas (Noble)	Does not meet safety spacing criteria (same side and across the street).	Consolidate W-20, W-21, and W-22 into one aligned with E-31.	
W-21	O&G	Oil & gas (Noble) Permit AP15-00141.	Does not meet safety spacing criteria (same side and across the street).	Consolidate W-20, W-21, and W-22 into one aligned with E-31.	
W-22	MU	Field, oil & gas (Noble)	Does not meet safety spacing criteria (same side and across the street).	Consolidate W-20, W-21, and W-22 into one aligned with E-31.	
W-23	AG	Field			
SH 392					

<div> <div> AG = Agriculture MU = Multiple uses </div> <div> O&G = Oil & gas Res = Residential </div> </div> <div> APPENDIX A: ACCESS DESCRIPTIONS AND RECOMMENDATIONS WELD COUNTY ROAD 47 ACCESS CONTROL PLAN </div>				
EAST				
ACCESS	USE	DESCRIPTION	ACCESS WITH SAFETY CONCERN	RECOMMENDATION
WCR 60.5				ADDITIONAL INFORMATION
E-1	AG	Field		Parcel also has access on CR 60.5 & CR 62. One access on CR 47 to south eliminated with Parkway project.
E-2	MU	Residential, field, oil & gas. 23010 WCR 62	Does not meet safety spacing criteria. +/-100' from CR 47/CR 62 intersection. Wide access.	Movement conversion. Restrict to right-in/right-out or relocate to existing access on CR 62. Also has access just east of intersection on CR 62.
WCR 62				
E-3	RES	Asphalt-paved access to garage/shop accessory to house. 23015 WCR 62	Does not meet safety spacing criteria. +/-150' from CR 47/CR 62 intersection.	1.5-acre property with two accesses, not connected (one to house on 62, one to garage/shop on 47). Leach field may separate accesses. Access on CR 62 recently moved farther east. Permit AP15-00533.
E-4	AG	Field	Does not meet safety spacing criteria.	Movement conversion. Restrict to right-in/right-out, consolidate with W-5 & W-6, or relocate to existing access on CR 62. Access on CR 62 as well.
E-5	AG	Agricultural buildings	Does not meet safety spacing criteria.	Movement conversion. Restrict to right-in/right-out, consolidate with W-4 & W-6, or relocate to existing access on CR 62.
E-6	MU	Residential, field, oil & gas (Noble). 30100 WCR 47	Does not meet safety spacing criteria.	Movement conversion. Restrict to right-in/right-out, consolidate with W-4 & W-5, or relocate to existing access on CR 62.
E-7	MU	Field, oil & gas (Noble)	Does not meet safety spacing criteria with across the street.	Relocate to align with W-3.
E-8	O&G	Oil & gas (Noble)	Does not meet safety spacing criteria.	Consolidate E-8, E-9, and E-10, and use E-11. Align with W-4.
E-9	O&G	Oil & gas (Noble)	Does not meet safety spacing criteria.	Consolidate E-8, E-9, and E-10, and use E-11. Align with W-4.
E-10	O&G	Oil & gas (Noble)	Does not meet safety spacing criteria (same side and across the street).	Consolidate E-8, E-9, and E-10, and use E-11. Align with W-4. Ditch between E-10 & E-11.
E-11	MU	Field, oil & gas (Noble).	Does not meet safety spacing criteria (same side and across the street).	Consolidate E-8, E-9, and E-10, and use E-11. Align with W-4. Ditch between E-10 & E-11.
E-12	AG	Field	Does not meet safety spacing criteria.	
E-13	AG	Concrete field access	Does not meet safety spacing criteria.	Consolidate E-13 and E-14 and use E-13.
E-14	MU	Field, residential. 30740 WCR 47	Does not meet safety spacing criteria.	Consolidate E-13 and E-14 and use E-13.
E-15	AG	Field	Does not meet safety spacing criteria.	Elimination Appears to be rarely used.

APPENDIX A: ACCESS DESCRIPTIONS AND RECOMMENDATIONS WELD COUNTY ROAD 47 ACCESS CONTROL PLAN				
EAST				
ACCESS	USE	DESCRIPTION	ACCESS WITH SAFETY CONCERN	RECOMMENDATION
WCR 64				
E-16	RES	Residential. 31268 WCR 47	Does not meet safety spacing criteria.	Consolidate E-16 and E-17 and use E-17.
E-17	MU	Field, oil & gas (Noble)	Does not meet safety spacing criteria.	Consolidate E-16 and E-17 and use E-17.
E-18	O&G	Oil & gas (Noble)	Does not meet safety spacing criteria.	Consolidate E-18, E-19, E-20, and E-21 and align with CR 64.5.
E-19	O&G	Oil & gas (Noble)	Does not meet safety spacing criteria.	Consolidate E-18, E-19, E-20, and E-21 and align with CR 64.5.
E-20	O&G	Oil & gas (Noble)	Does not meet safety spacing criteria.	Consolidate E-18, E-19, E-20, and E-21 and align with CR 64.5.
E-21	O&G	Oil & gas (Noble)	Does not meet safety spacing criteria.	Consolidate E-18, E-19, E-20, and E-21 and align with CR 64.5.
No right-of-way for 64.5 on east side.				
E-21	O&G	Oil & gas (Noble)	Does not meet safety spacing criteria.	Consolidate E-18, E-19, E-20, and E-21 and align with CR 64.5.
E-22	MU	Gated field, oil & gas (Noble).		Gated access
E-23	MU	Gated field, oil & gas (Noble).		Gated access
E-24	MU	Field, residential. 31938 WCR 47.	Does not meet safety spacing criteria.	Movement conversion. Restrict to right-in/right-out.
E-25	AG	Gated ditch access less than 100' from intersection.	Does not meet safety spacing criteria.	Consolidation/elimination or relocate to existing access on CR 66.
WCR 66				
E-26	RES	Residential. 32020 WCR 47. Driveway less than 132' from intersection.	Does not meet safety spacing criteria.	Movement conversion. Restrict to right-in/right-out.
E-27	AG	Ditch	Does not meet safety spacing criteria.	Movement conversion. Restrict to right-in/right-out.
E-28	RES	Residential. 32060 WCR 47	Does not meet safety spacing criteria.	Movement conversion. Restrict to right-in/right-out.
E-29	AG	Field		
E-30	AG	Field		Well plugged, abandoned.
E-31	MU	Field, oil & gas (Noble)	Does not meet safety spacing criteria (same side and across the street).	Relocate to align with W-22.
E-32	AG	Field	Does not meet safety spacing criteria.	Eliminate or consolidate with E-31.
E-33	AG	Field		Tank battery removed. Field access to north as well.
E-34	MU	Field, oil & gas (Noble)	Does not meet safety spacing criteria.	Parcel also has access on SH 392.
E-35	AG	Field, agricultural buildings	Does not meet safety spacing criteria.	Consolidate E-34, E-35, and E-36 and use E-34.
E-36	RES	Residential. 32924 WCR 47.	Does not meet safety spacing criteria from SH 392 or E-35.	Consolidate E-34, E-35, and E-36 and use E-34.
E-37	AG	Field	In CDOT right-of-way	Elimination due to close proximity to SH 392.
SH 392				
Access to be addressed with intersection project. Other access on SH 392 to east.				

APPENDIX B: ACCESS PHOTOGRAPHS

Access:

W-1



Facing south



Facing north

W-2



Facing south



Facing north

E-1



Facing south



Facing north

E-2



Facing south



Facing north

E-3



Facing south



Facing north

E-4



Facing south



Facing north

E-5



Facing south



Facing north

E-6



Facing south



Facing north

W-3



Facing south



Facing north

E-7



Facing south



Facing north

E-8,
E-9,
and
E-10



Facing south



Facing north

E-11
and
E-12



Facing south



Facing north

W-4
and
W-5



Facing south



Facing north

E-13



Facing south



Facing north

E-14



Facing southeast



Facing north

E-15



Facing south



Facing east

W-6
and
W-7



Facing south



Facing north

W-8



Facing south



Facing north

E-16
and
E-17



Facing south



Facing north

E-18
and
E-19



Facing south



Facing north

E-20



Facing south



Facing north

E-21



Facing south



Facing north

E-22



Facing south



Facing north

W-9



Facing south



Facing north

E-23



Facing south



Facing north

W-10



Facing south



Facing north

E-24



Facing south



Facing north

E-25



Facing south



Facing north

W-11



Facing south



Facing north

W-12



Facing south



Facing north

E-26



Facing south



Facing northeast

W-13



Facing south



Facing north

W-14



Facing south



Facing north

E-27



Facing south



Facing north

W-15



Facing west



Facing north

E-28



Facing south



Facing north

W-16



Facing south



Facing north

E-29



Facing south



Facing north

W-17
and
W-18



Facing south



Facing north

W-19



Facing south



Facing north

E-30



Facing south



Facing north

W-20
and
W-21



Facing south



Facing north

W-22



Facing south



Facing north

E-31



Facing south



Facing north

E-32



Facing south



Facing north

W-23



Facing south



Facing north

E-33



Facing south



Facing north

E-34



Facing south



Facing north

E-35



Facing south



Facing north

E-36



Facing south



Facing north

E-37



Facing south, June, 2016



Facing north, April, 2016